
AIRWORTHINESS DIRECTIVE

On the effective date specified below, and for the reasons set out in the background section, the CASA delegate whose signature appears below revokes Airworthiness Directive (AD) AD/B727/182 and issues the following AD under subregulation 39.001(1) of CASR 1998. The AD requires that the action set out in the requirement section (being action that the delegate considers necessary to correct the unsafe condition) be taken in relation to the aircraft or aeronautical product mentioned in the applicability section: (a) in the circumstances mentioned in the requirement section; and (b) in accordance with the instructions set out in the requirement section; and (c) at the time mentioned in the compliance section.

Boeing 727 Series Aeroplanes

**AD/B727/182
Amdt 1**

Wing Rear Spar Upper Chord

6/2005

Applicability: Model 727, 727C, 727-100, -100C, -200, and -200F series aircraft, line numbers 1 through 1832.

Requirement: Action in accordance with the technical requirements of FAA AD 2005-05-19 Amdt 39-14008.

Note: Boeing Service Bulletin 727-57A0145 Revision 2, or later FAA approved revision refers.

Compliance: As specified in the Requirement document, with a revised effective date of 9 June 2005.

This Amendment becomes effective on 9 June 2005.

Background: The FAA received reports of spanwise stress corrosion cracking of the upper chord of the rear spar of the wing between Wing Butt Line (WBL) 70.5 and the wing tip. One of the cracks was almost long enough to jeopardise the residual strength capability of the upper chord of the rear spar. Such cracking could result in structural failure of the wing and fuel leaks in the aircraft.

Amendment 1 is issued in response to a new FAA AD, which requires new repetitive inspections to detect cracks, corrosion, minor surface defects, and existing stop-drilled repairs of cracks in the upper and lower chords of the front and rear spars of the wing. The new AD also requires repairs be carried out if necessary.



David Villiers
Delegate of the Civil Aviation Safety Authority

27 April 2005